broad areas of port activities for privatisation:—

(i) Operation & setting up of various cargo handling terminals e.g. container terminal, bulk terminal etc.

(ii) Setting up of Warehousing and storage facilities,

(iii) Construction, leasing & operation of berths,

(iv) Operation & maintenance of Tugs, pilotage, Cranage services,

(v) Setting-tip of Dry dock facilities, ship repair facilities etc.

(c) As it is envisaged to attract private capital in respect of areas identified for privatisation, no separate funds have been earmarked by Government for the purpose.

(d) A set of guidelines for seeking private participation has been issued to all major ports, and wide publicity of areas available for investment and facilities open for privatisation is also being given.

Approval of outlay for port Sector

7887. SHRI B.K. HARIPRASAD: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Expenditure Finance Committee (EFC) has approved an investment outlay of Rs. 90 crores in the port sector;

(b) if so, which are the projects that have been cleared with outlay approved for each; and

(c) whether any investment is envisaged for improvements/additions in New Mangalore Project and if so, the time frame for completion of new facilities?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. The details of the projects cleared by the EFC and the investment involved are as follows:

Name of the scheme	Estimated cost (Rs. in crores)
(i) Deepening of Channel leading to Cochin Oil Terminal (COT) at Cochin Port	47.40
(ii) Construction of an additional cargo berth at Kandla Port	38.82

(c) Yes, Sir. There is a proposal to provide Crude and POL handling facilities at New Mangalore Port at an estimated cost of Rs. 238.14 crores. The estimated time frame for completion of the project is 30 months from the date of sanction.

Loan from World Banks for infrastructural development of ports

7888. SHRI AHMED MOHMEDBHAI PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the World Bank has stipulated improved performance of ports as a precondition for Rs. 300 crores infrastructural development loan being negotiated by India;

(b) if so, whether the Bank has sought a commitment on turn around time of ships at major port;

(c) whether the loan is being given specifically for development of infrastructural facilities linking various inland container depots and ports;

(d) if so, whether the World Bank team has also visited Bombay and Nehru Ports during January, 1994;

(e) if so, to what extent the experts are

satisfied with India's performance;

(f) by when the loan is likely to be provided by the World Bank; and

(g) by when the work on the ports is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c): Yes, Sir.

(d) and (e) World Bank Team was satisfied with the Rail arrangement at Bombay Port and at Rail Container Depot during their visit to Bombay Port in January, 1994.

(f) The World Bank has formally approved a loan of US $ 94 million to Container Corporation of India on 10th June, 1994.

(g) Since the loan is for logistics and not for Ports the question does not arise.

Construction of the Largest Harbour at Mormugao

7889. MISS SAROJ KHAPARDE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that India's largest outer harbour will be built at Mormugao through private sector; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) At present there is only a preliminary concept for an outer harbour at Mormugao with the Mormugao Port Trust. There is no formal investment proposal as yet, to build the outer harbour at Mormugao.

(b) Does not arise.

Modified Cargo Support scheme

7890. SHRI IQBAL SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government have approved a modified cargo support scheme to enable Indian shipping lines to make better utilisation of their vessels and take up expansion and modernisation of their fleet; and

(b) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b). yes, Sir. The Government have approved a Modified Cargo Support Scheme which aims at providing, in a phased manner, 40% of liner cargo in terms of value (freight) moving from/to India to the Indian shipping lines. To start with, Indian Lines are to be given cargo support only in the following three sectors on the carriage of overseas export trade:—

(i) India-UK-Continent,
(ii) India-Japan/Far East.
(iii) India-US-Atlantic/EC Canada.

The Scheme envisages constitution of a Committee called the Committee on Liner Cargo Allocation (COLCA) at the major ports with representatives from (i) Indian National Shipowners Association, (ii) Indian Shipping lines serving selected liner routes and (iii) regional shippers/ exporters association. The Committee will act as a forum for exchange of information between the shipping lines and the shippers.

This Scheme docs not involve any legislation. Cargo support to Indian lines is envisaged by voluntary support from the shippers.